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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of	§	
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Smith et al.	§	Attorney Docket: Elite-1
	§	
Serial No.: 09/317,388	§	Examiner:Not assigned
	§	
Filed: 05/24/99	§	Art Unit: N/A
	§	
For: TRACKING, CONTROL, AND LOGISTICS SYSTEM AND METHOD	§	

INFORMATION DISCLOSURE STATEMENT IN ACCORD WITH 37 C.F.R. SECTION 1.97

Commissioner of Patents
and Trademarks
Washington, DC 20231

Sir:

Applicant wishes to make of record the prior patents and other references listed on the enclosed Form PTO-1449. A copy of these references is enclosed herewith. The references are also discussed in the specification.

U.S. Patent No. 5,819,869, issued October 13, 1998, to Timothy D. Horton, discloses a method and apparatus in which a pocket pager or other data transmission device of conventional design is used to disable the starting sequence of a motor vehicle. More precisely, the radio device is connected to pull open a latching relay in the ignition key circuit, and once the pager receives its code all further vehicle restarts are disabled. The vehicle thus remains operational until shut off, and the relay then remains latched open until reset by a concealed push-to-close momentary switch. Alternatively, a second code combination may be transmitted to reset vehicle operation. In application, the signal to the pager will first be preceded by a telephone call from the vehicle leasing, financing or rental agency to a telephone number designated by the vehicle

user, and if the response to this phone call is unsatisfactory only then is the pager disabling sequence effected. In this manner the user is first warned, and then the vehicle is disabled only when first shut off.

U.S. Patent No. 5,448,218, issued September 5, 1995, to Indalecio Espinosa, discloses an anti-theft alarm system designed for use with a motor vehicle such as an automobile which includes a logic control assembly activated by a transmitted, coded signal being sent to a receiver and decoder connected to the logic control system for the activation and operation of a fuel valve control mechanism, an ignition control and associated timer mechanism, and a mobile transmitter structure mounted on and carried with the motor vehicle. Activation of the system may occur by authorized personnel calling into a ventral telephone switching office by means of a conventional subscriber, touchtone telephone or a cellular telephone.

U.S. Patent No. 5,370,201, issued December 6, 1994, to Hajime Inubushi, discloses an anti-theft device for a motor vehicle including in combination an electromagnetic wave receiver, e.g. a cellular telephone, a disabling unit which when energized by the receiver will cause the vehicle's engine to stop running and a portable electromagnetic wave transmitter, e.g., a cellular telephone, capable of emitting a signal receptive by the receiver to effect energizing of the disabling unit. In one embodiment, the disabling unit opens the electrical motor control system to stop the engine. In another embodiment, the disabling unit stops flow of fuel to the engine thereby stopping it.

U.S. Patent No. 5,224,567, issued July 6, 1993, to Norvel Tomlinson, discloses a vehicle anti-theft device including remotely operated relays for disabling the vehicle ignition and starter activated by a remote control or signal source that transmits an encoded radio frequency or infrared signal. A receiver, including a decoder, located in the vehicle receives the signal and provides electrical pulses to flip flop switches that transmit electrical signals to selected trigger circuits. The trigger circuits generate short duration electrical pulses that are amplified to actuate the relays. An optional digital keypad mounted inside the vehicle may be used to close the relays in the event that the remote device is misplaced or lost.

U.S. Patent No. 5,132,551, issued July 21, 1992, to Carlo et al., discloses an anti-theft device that is adapted to be connected adjacent to or on a battery of a motor vehicle and including

a power switch for disconnecting the battery from its standard battery cable when current flowing through the cable exceeds a preselected substantial amount of current associated with an attempt to start the vehicle. A lockout circuit is actuated by a remote transmitter for generating an external command signal to override the operation of the power switch. This device can be attached directly to a battery without external wiring and still provide the passive or self-arming anti-theft device.

U.S. Patent No. 4,997,053, issued March 5, 1991, to Drori et al., discloses a system for remote control of a driver's seat in a vehicle equipped with power seats but without memory seats function. The system is controlled by remote RF transmitter and auto security system which are responsive to a remote control signal disarming the system. Upon receipt of such signal the system will position the driver's seat on a preselected mode to either initial easy access position or a driver position corresponding to the particular transmitter code. In the event an intrusion is detected while the security system is armed, the system automatically moves the driver's seat to an alarm position closest to the vehicle's dashboard to make it difficult or impossible for an intruder to drive the vehicle.

Respectfully Submitted,

Kenneth L. Nash
Reg. No. 34,399

Gp 2755

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TRANSMITTAL FORM

(to be used for all correspondence after initial filing)

Application Number	09/317,388
Filing Date	5/24/99
First Named Inventor	Joseph D. Smith
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Examiner Name	Not Assigned
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ENCLOSURES *(check all that apply)*

- [ ] Fee Transmittal Form
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Remarks

Law Office of Kenneth L. Nash
P.O. Box 680106
Houston, TX 77268-0106
Tel: (281) 583-1024
Fax: (281) 397-6929

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SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT

Firm *or* Individual name	Kenneth L. Nash, Reg. No. 34,399
Signature	Kenneth L. Nash
Date	January 15, 2000

CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Assistant Commissioner for Patents, Washington, D.C. 20231 on this date: January 15, 2000

Typed or printed name	Kenneth L. Nash, Reg. No. 34,399		
Signature	Kenneth L. Nash	Date	January 15, 2000

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